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MEMORANDUM

TO: Laura Swan, Chair
Transportation Advisory Committee

FROM: Britton Mallard
Administrative Assistant

DATE: January 25, 2023

RE: Massachusetts Avenue / Appleton Street Pedestrian Safety
Concerns and Recommendations

The Select Board at the meeting of January 23rd referred the attached to you for your review and recommendations back to the Board.

Thank you for your attention to this matter.

attachment

cc: Kelly Lynema, Assistant Director of Planning and Community Development

----- Forwarded message -----

From: Petru John Sofio <PSofio2024@spyponders.com>

Date: Fri, Dec 30, 2022 at 10:55 AM

Subject: Mass/Appleton Pedestrian Safety Concerns/Recommendations

To: <EHelmuth@town.arlington.ma.us>

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Dear Selectman Helmuth,

I hope this email finds you well.

The Mass/Appleton intersection is an important location for students in our town. While many improvements have taken place, the intersection unfortunately remains dangerous for pedestrians.

To improve pedestrian safety, the town should investigate installing R10-11b *No Turn On Red* signage facing Appleton Street, to prevent drivers from aggressively turning on red into the crosswalk across Mass Avenue. This movement is unexpected and dangerous, as the turn can be taken at a high speed. Many drivers use the pedestrian phase as an excuse to make this turn at speed to get ahead of stopped traffic on Mass Avenue. A simple R10-11b sign on the far side of the intersection, adjacent to the traffic signal with the control box, would solve this issue.



Furthermore, the signals on Massachusetts avenue that currently flash yellow should be altered to show solid or flashing green. Humans are far better at distinguishing the difference between colors than if a signal is flashing or solid. The current signal changes from flashing yellow to solid yellow, catching many drivers off guard, resulting in rampant red light running. If the signal showed flashing green instead, like other signals in Massachusetts similar to this one, drivers would immediately notice the change, and would be more likely to comply with the signal. Furthermore, the MUTCD prohibits flashing yellow signals to be paired with Don't Walk pedestrian indications. Changing the signals to green would remove this prohibition, and would improve safety.

Lastly, the signal should receive R10-23 *Crosswalk | Stop On Red* signage facing both directions of Massachusetts Avenue. This would alert drivers that this signal changes to red, and must be obeyed when it is red. Many drivers, especially during dismissal, will begin driving through the intersection when the signal is still red. This signage would reinforce the signal's meaning.

Thank you,

Petru Sofio
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Pronunciation: Pet-True